



## Oakland Touchdown

Location: 04-Ala-80-1.6/2.7

Client Name: CalTrans

Run date 16-Feb-13

Time 6:15 PM

### Daily Diary Report by Bid Item

Contract No. 04-0120L4

Diary #: 128 Const Calendar Day 17

Date: 25-Sep-200 Friday

Inspector Name: Ghafghazi, Ben

Title: Resident Engineer

Inspection Type:

Shift Hours:

Break:

Over Time:

Federal ID:

Location:

Reviewer: Ghafghazi, Ben

Approved Date: 13-Oct-09 Status: Approved

#### Weather

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Clear

Working Day ☒ If no, explain:

#### Diary:

Dispute

##### Office work



•Jeff Finn out today (sick leave).

•Field trip to Dumbarton with Hazzaa to try to locate an office space for the upcoming project . First exit on I-84 towards Dumbarton bridge, Lido plaza, we found several suitable/vacant office spaces. Contacted the agent and a representative showed us a couple of available spaces. I need to contact the District office and make arrangements for potentially a formal contract. All spaces that we reviewed require considerable remodeling to make it suitable for our office needs.

•Reviewed and approved daily diaries, timesheets.

•CCO update: CCO #105-1, need a TIA for verifying the time impacts for this CCO .

•CCO 39-1, sent to DO,

•CCO 122, revised, Amer to sign C-93 and CCO to send to MCM.

•CCO 97-1. Sent back to MCM, no change,

•CCO 101-1, sent to DO,

•CCO 18-1, Sent to DO,

•CCO 119, Sent to DO,

•CCO 113, Amer to approve to go to DO,

•CCO 66, Amer to sign C-93.

•Received an email from Maged following their meeting with the designers that the Per the meeting on 09/25/09 with the design team:

Drilling the pipe beam holes operation can start once we have the final alignment of the pipe beam and it may take place before the bike path (beams & slabs) is constructed. There is no need to add any additional days per our discussion on 09/24.

For the Cast-in-Place portion of the bike path (Transition between Skyway & OTD) we have two options:

1. Construct the CIP section of the bike path prior to grouting the pipe beams, or
2. If MCM want to grout the pipe beam first, we will provide MCM with a counter weight that need to be place in order to account for the CIP portion of the bike path.

